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**PRELIMINARY REPORT
U-2 RECONNAISSANCE MISSION C224C
FLOWN 31 OCTOBER 1964**

**DST-PR/SC/64-7
9 November 1964**

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PREFACE

This preliminary technical evaluation of a U-2 reconnaissance mission flown over southwest and southeast Communist China on 31 October 1964 was developed for the Special Group by the following elements of the Directorate for Science and Technology:

Office of Scientific Intelligence

Office of Special Activities

Office of ELINT

The evaluations are based on information and data provided by:

National Photographic Interpretation Center, DD/I

Joint SOBE SIGINT Processing Center, Okinawa

PACOM ELINT Center, Fuchou, Japan

Graphics support has been provided by the Office of Research and Reports, DD/I.

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SUMMARY

This mission was flown by a U-2 aircraft from Bon Takhli, Thailand, on 31 October 1964. The mission penetrated the China border from Laos and was over areas of southwest and southeast China for approximately 5 hours, subsequently landing on Taiwan. Figure 1 shows the flight path of the mission and the areas covered by photography. [REDACTED]

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[REDACTED] at least two fighter reactions were noted in direct response to the mission. More than 50 percent of the route was obscured by heavy cloud cover. However, excellent photography was obtained on [REDACTED] one major airfield in western China. Also included in bonus photography was a MiG-19 (FARMER) aircraft in flight, possibly equipped with air-to-air missiles/rockets. A total of 16 COMOR targets were reported in the preliminary photographic analysis. There were no surface-to-air missile (SAM) sites observed by the mission, [REDACTED]

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BACKGROUND

Mission C224C was flown on 31 October 1964 from Bon Takhli, Thailand with recovery at Tao Yuan, Taiwan. The mission was planned against [REDACTED] and was to cover 23 other COMOR targets along the flight path. The U-2 departed Bon Takhli at 0229 and landed at Tao Yuan at 0910Z for a total flight time of six hours and forty-one minutes. The mission aircraft was over denied territory for five hours and twenty minutes. Forecast weather at Go-No-Go time was Cat II (scattered clouds) [REDACTED] with Cat IV and V (heavy cloud cover) over the major portions of the inbound and outbound legs. The pilots report of weather [REDACTED] was better than forecast, and indications show that the pilot flew the mission route as scheduled.

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The U-2 used on this mission did not carry the tracker camera.

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Missile Reactions -- There were no surface-to-air or air-to-air missile reactions encountered by the mission.

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PHOTOGRAPHIC ANALYSIS

Of the 25 COMOR targets scheduled for coverage by the mission, 16 are included in the preliminary analysis. Heavy cloud cover over the inbound and outbound legs of the route prevented coverage of the

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nine remaining targets. Facilities included in the photographic coverage include [redacted] seven military airfields, six military areas, and one aircraft engine plant. One bonus item obtained from photography was a MiG-19 FARMER aircraft in flight possibly equipped with air-to-air missiles/or rockets. The following is a preliminary analysis of those targets covered in photography, which are considered most significant:

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Shang-Hsuan HPP Yen-Kuo Hsia Hydroelectric Power Plant

(360IN 10315E)-- Construction continues on the power plant. The roof of the generator building has been extended since September 1963 coverage, and newly installed conductor wiring for a bus and three outgoing power line circuits are observed. (See figure 3.)

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Wu-Kung Airfield and Aircraft Engine Plant (3417N 10815E) --

There were no significant changes in the airfield or support area since

Aircraft identified

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in photography included: 2 Badger (TU-16) medium jet bombers; 13 Bull (TU-4) B-29 type bombers; 2 Beagle (IL-28) light jet bombers; 16 Farmer (MiG-19) jet fighters; and 2 Fagot/Fresco (MiG-15/17) jet fighters. This was the first identification of MiG-19 aircraft on any airfield in western China. The aircraft plant adjacent to Wu-Kung Airfield has had several new buildings added since [redacted] and a new taxiway connects the plant to the airfield. However, the plant still does not appear to be operational. (See figure 4.)

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Farmer (MiG-19) Aircraft in Flight. (33-34N 110-23E) -- While at a position approximately 85 n. m. miles east of Hsian, the mission photographed a MiG-19 aircraft in flight at an estimated altitude of 42,000 feet, below and slightly aft of the U-2 position. Preliminary analysis reveals possible air-to-air missiles or rockets mounted under the wings of the aircraft on the inboard side of the wing tanks. (See figure 5.)

Coverage of six other airfields by the mission reflected no appreciable changes since previous coverage by U-2 photography.

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